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favorable location is nearest the coast, so that on all these rivers new ports were built at their mouths creating a strong competition for the older places. In some cases, of which Hamburg is the most striking, permanency of location of large centers may be preserved. In other words, when a city, especially a commercial city, has grown to a certain size, too much capital is invested there to allow matters to go the natural way, so that every effort is made, regardless of cost, to preserve the former rank of the city. Hamburg spent millions on deepening and enlarging her harbor, so that now she has again reduced Cuxhaven to a port of secondary importance. Similarly, Leipzig, when Halle threatened to develop dangerous competition owing to changed political conditions, made the most strenuous efforts to revive her earlier supremacy, and succeeded.

In other cases, where the older city is not strong enough, such a struggle results in the creation of twin cities, such as Bremerhaven and Bremen, Heidelberg and Mannheim. A geographical location which may be called artificial is given whenever the will of a sovereign interferes with the purely geographical conditions. Thus Augsburg and Munich, both controlling important passes across the Alps, were rivals of equal importance all through the Middle Ages, until the rulers of Bavaria made Munich their capital, whereupon it quickly outstripped the sister city. Berlin and Magdeburg are another instance of the same thing. However, if the choice of the ruler is against nature, he will find nature stronger than his will, as was shown in the case of Ludwigsburg *versus* Stuttgart, where the old residence got the better of her new rival.

These few examples must suffice to show the method and points of view of the author, and also to show how interesting the "geography of places" can be when treated in a truly geographical way. M. K. GENTHE.

Germany of To-Day. By Charles Tower. Home University Library. 256 pp. Index. Henry Holt & Co., New York. 50 cents. 7 x 4½.

An unusual exposition of the present status of the German Empire. The early chapters are political in their aspect dealing with the functions and machinery of the Empire and the municipalities. A few chapters consider the aspects of education, the social and intellectual life, with fresh and vigorous treatment. The industrial life of the Empire is treated in two significant chapters, one on manufacturing, the second on agriculture, and together they give the crux of the German situation as it stands to-day. The author brings out well the great increase of manufacturing which is largely a recent development and the rapid decline of agriculture from 80 per cent. of the population at the beginning of the nineteenth century to less than 30 per cent. to-day. The book is to be highly recommended to those who desire a knowledge of the German Empire. ROBERT M. BROWN.

L'Espagne au XXe Siècle. Étude Politique et Économique. Par Angel Marvaud. xiv and 515 pp. Map. Armand Colin, Paris, 1913. Fr. 5. 8 x 5.

Commercial and economic geography is emphasized in this book. Many statistics are given, but as the author constantly insists upon deficiencies in Spanish statistical work, many of his conclusions might be taken with misgivings. He not infrequently contradicts himself and his general attitude towards his subject is that of a Frenchman and critic. Nothing is good in the unfortunate country; not even the climate finds grace. True it is that Spain is not exactly a paradise. The author's characterization of climate and soil as "arid" and not uniformly fertile is unfortunately true. As he says, the coast is not inviting to navigation and the largest streams partake of the nature of torrents rather than of rivers. With such natural drawbacks it is not easy for a people when emerging from nearly eight centuries of foreign rule and four centuries almost without peace to achieve, rapidly, material progress. This should be taken into consideration. Encouragement, not gloom, must be offered Spain, recognition of its efforts to remedy the errors of its past and to improve, even if timidly, the advantages of the present.

Mr. Marvaud signals every effort made in Spain for improvement but never fails to conclude that these efforts are hopeless. The only possibility he

sees for the salvation of the Spanish people is in education. This everybody will concede, and he himself acknowledges that much has been done lately in that direction. But such attempts require time, and there is no reason to despair of ultimate success because a few decades have not yet placed Spain, in this respect, on a level with other countries. The disheartening pessimism pervading the whole book may perhaps be partly explained by Spanish lack of sympathy for France, of which the author complains, although recognizing that the Spanish people are not wholly unjustified in their attitude.

AD. F. BANDELIER.

POLAR

Deutsche Südpolar-Expedition 1901-03 (Drygalski). Band 3 und 4: Meteorologie. Vol. 1, 1. Hälfte, No. 1: Meteorologische Ergebnisse der Winterstation des *Gauss*. Von W. Meinardus, pp. 1-126; No. 2, pp. 127-339. 2. Hälfte, No. 1: Das Beobachtungsmaterial und seine Verwertung nebst Erläuterungen zum meteorologischen Atlas. Von W. Meinardus und L. Mecking. Die Luftdruckverhältnisse und ihre klimatischen Folgen in der Atlantisch-Pazifischen Zone südlich von 30° S. Br. 129 pp. Vol. 2, No. 1: Meteorologische Ergebnisse der Winterstation des *Gauss* 1902-03. (Tabellen). Von W. Meinardus. pp. 1-123. No. 2: Meteorologische Ergebnisse der Kerguelen-Station 1902-03 (Tabellen), pp. 127-242. No. 3: Meteorologische Ergebnisse der Seefahrt des *Gauss* 1901-03 und Ergebnisse der Luftdruckbeobachtungen der Internationalen Meteorologischen Kooperation 1901-04 (Tabellen), pp. 245-452. 1. Atlas Meteorologie, No. 1: Mittlere Isobarenkarten der höheren südlichen Breiten von Oktober 1901 bis März 1904. Diagrams and maps. G. Reimer, Berlin, 1909, 1911, 1913. 14 x 11½.

The memoir of W. Meinardus is an elaborate discussion of the meteorological observations made by the German Antarctic Expedition. Numerous comparisons with observations made by other South Polar expeditions, and the great care with which all details were studied, led Meinardus to many interesting results. A simple enumeration of the problems discussed would occupy many pages. Meinardus has treated his subject with a master hand. Only in a few instances does one feel inclined to criticise his statements. An interesting part of the report is Meinardus's interpretation of the general atmospheric circulation in the South Polar regions.

The memoir of L. Mecking deals with the distribution of atmospheric pressure south of 30° S. and the influence of seasonal barometric changes upon the Antarctic meteorological phenomena. The material upon which Mecking's discussion is based was gathered by international cooperation during the years 1901-1904. Those who attended the Geographical Congress of Berlin in 1899 and remember the discussions and especially Sir Clements Markham's speech, will understand why this "international cooperation" was predestined to be unsatisfactory.

G. Neumayer, who played such a predominant rôle in the organization of the famous polar cooperation of 1882-83, after having worked for years in favor of a German Antarctic Expedition, naturally wished, first of all, for a scientifically important and a geographically successful "German" expedition.

In Sir Clement's mind the "English" expedition had to solve all the problems and he simply condescended therefore to have the South Polar regions divided into two spheres of action: the British and the German. It was by pure courtesy that other expeditions, the Bruce, the Charcot and the Nordenskjöld, had been admitted to cooperate. Such a state of mind could evidently lead only to some misunderstandings, of which whoever is accustomed to read between the lines will find a few words of explanation on p. 13 of the report of Meinardus and Mecking.

In fact, it is only now that one can show, with the aid of the daily maps published by the Royal Society and the monthly maps published by Mecking, how much more could easily have been gained if extensive international cooperation, similar to the Arctic cooperation of 1882-83, had been attempted.